



Tyler Rural Settlement District Neighborhood Plan



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Site Aerial and Boundary.



Cornerstone 2020

Vision Statement

IN OUR VISION OF 2020, LOUISVILLE AND JEFFERSON COUNTY IS A COMMUNITY WIDELY RECOGNIZED FOR ITS HIGH QUALITY OF LIFE, SENSE OF TRADITION AND COMPETITIVE SPIRIT. OUR CHILDREN HAVE INHERITED A LIVABLE, VIBRANT AND ECONOMICALLY DIVERSE COMMUNITY. WE HAVE CLEARLY RECOGNIZED THAT THE QUALITY OF LIFE DEPENDS UPON CONTINUED SUCCESS IN THE ECONOMIC MARKETPLACE AND AN ONGOING COMMITMENT TO THE CONSERVATION OF ENVIRONMENTAL RESOURCES WHICH DEFINE OUR HERITAGE AND ENHANCE THE LIVABILITY OF OUR COMMUNITY.

COMMUNITY RESIDENTS SHARE A SENSE OF PLACE AND TAKE GREAT PRIDE IN THEIR ESTABLISHED AND EMERGING NEIGHBORHOODS WHICH ARE CULTURALLY AND ECONOMICALLY DIVERSE. RESIDENTS ARE PROUD OF THEIR DIFFERENCES IN HERITAGE AND CULTURE. ECONOMIC AND EDUCATIONAL OPPORTUNITIES ARE AVAILABLE TO ALL RESIDENTS, IN EVERY NEIGHBORHOOD. EVERY NEIGHBORHOOD IS A SAFE PLACE TO LIVE.

THE COMMUNITY ENJOYS A RICH FABRIC OF URBAN AND SUBURBAN AREAS, INTERWOVEN WITH ENVIRONMENTAL RESOURCES, ACCESSIBLE PARKS, OPEN SPACE AND THE OHIO RIVER CORRIDOR, ALL REPRESENTING A HERITAGE OF NATURAL BEAUTY. A MULTI-MODAL TRANSPORTATION SYSTEM SERVES AND TIES TOGETHER THE ENTIRE COMMUNITY. UNIFIED GOVERNMENT SERVICES ENHANCE THE ABILITY OF THE COMMUNITY TO SPEAK WITH A SINGLE VOICE IN MATTERS RELATED TO THE INVESTMENT OF HUMAN, ENVIRONMENTAL AND CAPITAL RESOURCES.

THE CORNERSTONE 2020 VISION FOR LOUISVILLE AND JEFFERSON COUNTY IS NOTHING LESS THAN THE BEST OF THE PAST MERGED WITH THE BEST OF THE FUTURE, CREATING A COMMUNITY WHERE ALL RESIDENTS CAN GROW AND PROSPER.



Introduction

Background/Purpose



View of fields at Blackacre from Tucker Station Road.

Tyler Settlement District is located east of Jeffersontown and just inside the Gene Snyder Freeway (I-265). It is bounded by Taylorsville Road on the south, the Southern Railway on the north, Stone Lakes Drive on the east and several residential subdivisions to the west, including properties on Taxus Trail, Rambling Creek Road and Vanherr Drive. The District is bisected by a single collector road, Tucker Station Road, and it remains primarily rural, single-family residential.

Of the approximately 600 acre District, 170 acres are comprised of the Blackacre State Nature Preserve and an additional 100 acres are owned by the Blackacre Foundation. The District takes its name from the Tyler family that settled and farmed the area beginning in the late-eighteenth century. Remnants of three of the original Tyler family farmsteads still exist today. Aside from Blackacre, the majority of the rest of the District remains rural and predominantly single-family, detached housing.

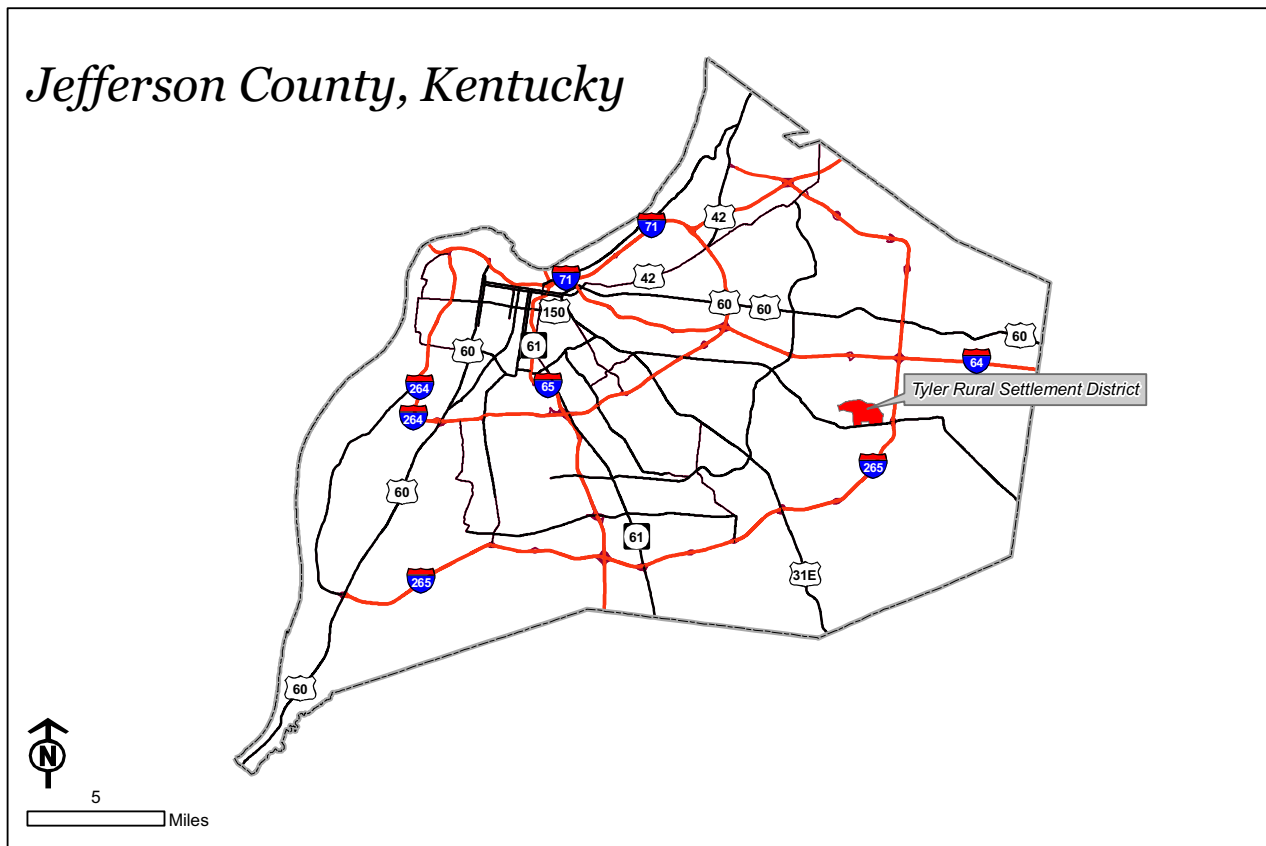
Development pressures are rapidly increasing within and adjacent to the Tyler Settlement District. Two residential subdivisions have been developed within the District in the last several years and the Tyler Retail Center has opened during the planning process of this Neighborhood Plan. Several other residential developments have been constructed or are under construction across Taylorsville Road from the District. Industrial and Planned Employment Center development is occurring to the north of the District. All of these development pressures threaten the historic elements and natural environment that make the Tyler Settlement District unique. This Neighborhood Plan seeks to guide future development in ways that preserve, conserve and enhance the District's historic and natural attributes.

Process Overview

Louisville Metro neighborhood planning is based on procedures established by the Metro Council and defined by the Louisville Metro Code of Ordinances, Title XV, Chapter 161, Neighborhood Development Plans. The Code of Ordinances generally outlines the purpose and process for neighborhood planning and Louisville Metro Planning and Design Services (PDS) administers the process. PDS has created the *Louisville Metro Neighborhood Planning Guidebook* as a specific guide for consultants to follow through the development of the plan.



Tyler Retail Center.



Location Map.

All neighborhood plans are required to include specific basic plan elements. These elements include a Neighborhood Identity section, a Vision Statement, a Land Use/Community Form component, a Mobility component, a Plan Implementation strategy, and an Executive Summary. Optional components may be added to address issues unique to a specific neighborhood, and in the case of the Tyler Settlement District, a Special District component was added to address the desire for conservation development standards.

The Tyler Settlement District neighborhood plan process began in the summer of 2004. At the recommendation of District 20 Councilman, Stuart Benson, Louisville Metro Mayor Jerry Abramson appointed the Tyler Settlement District Neighborhood Plan Task Force, which included residents and representatives from a variety of interest groups in the area. The role of the Task Force was to provide input and offer feedback throughout the planning process, as well as serve as a conduit for information to the general neighborhood. Initially, the PDS staff was directly facilitating the process and the first Task Force meeting was held in September 2004. After several task force meetings and a public meeting, the need for a planning consultant was realized in March 2005. Subsequently, John L. Carman and Associates (JLC) was selected as the consultant. JLC first met with the task force on August 31, 2005 and continued to meet regularly with PDS staff and the Task Force throughout the process.



Presley Tyler House at Blackacre.





Springhouse at Robert Tyler farmstead.



Log Houses at Robert Tyler farmstead.

Inventory

PDS staff initially began the planning process and therefore generated much of the inventory for the area. Physical characteristics of the land, existing infrastructure, and zoning classifications were identified using data supplied by LOJIC. PDS staff gathered additional cultural and socio-economic information for the District, including census data and existing studies/reports. JLC supplemented the PDS inventory by taking driving and walking tours of the District and surrounding area. Existing conditions were photographed and documented including land uses, historic features, environmental elements, subdivision designs, building types, and vehicular and pedestrian circulation. PDS staff contacted the Kentucky Transportation Cabinet regarding future infrastructure improvements. JLC made inquiries with Louisville Metro Parks concerning plans for future parks in the vicinity and possible linkages to the District. JLC also obtained the latest soils classification data from the U.S. Department of Agriculture, Natural Resource Conservation Service 2003 survey.

JLC created several maps to display the data so that the District could be analyzed and areas identified for preservation or development. The inventory maps are located in the Appendix and include the following:

- Natural Features
- Infrastructure and Utilities
- Historic/Cultural Entities
- Property and Zoning
- Slope Analysis

Analysis

Information gathered during the inventory process was used to analyze the District and identify elements worthy of preservation and potential development areas. Historic remnants of the original Tyler farmsteads, including farm roads, buildings and other structures, were identified and buffers suggested for lands surrounding them. Topographic slopes, hydrologic features, existing vegetation, wildlife corridors and scenic vistas were also analyzed for preservation. Watershed boundaries and their impact on sanitary sewer possibilities were factored into analysis of development opportunities. Adjacent land zoned PEC played a major role in the analysis of the road infrastructure and its ability to handle future traffic through the District. Pedestrian linkages are weak or non-existent in many cases, however, future opportunities exist.

Many of the historic buildings and other elements are extremely well preserved examples of a late eighteenth century farmstead and they provide the substance of the identity for the Tyler Settlement District. They give the District a sense of place and provide cues for the preservation of rural qualities and low-impact, future development. Environmentally sensitive slopes, as well as meaningful expanses of gentle slopes, streams, springs, ponds, wetlands, significant trees, masses of vegetation, wildlife corridors, and scenic vistas are also critical to the identity of the District. Failure to preserve these elements would destroy the natural integrity of the land and make sustainable development impossible. While the Jeffersontown sanitary treatment plant is already at capacity and cannot support future development in the Tyler Settlement District, extensions toward Floyd's Fork to the east could create opportunity. Significant industrial development proposals adjacent to the district may provide future access to sewers. However, unless a new interchange at I-265 is built, these same developments would adversely affect the District with the generation of additional vehicular traffic.

Public Participation

In addition to the attendance of Task Force members at regular meetings, key property owners within and adjacent to the District were invited to participate in meetings. A public meeting was also held in December 2004 in order to solicit comments regarding the direction for the neighborhood plan.

The final plan will be presented to the Louisville Metro Planning Commission for its recommendation to the Louisville Metro City Council for adoption at a public hearing. This will provide another opportunity for residents to give feedback and comments concerning the plan.



Vision Statement

Introduction

A vision statement allows a community to express their hopes and dreams for the future through words. By defining a vision statement, a framework is created to set goals and objectives for the neighborhood planning process.

The vision statement for Tyler Settlement District was created by the Task Force and facilitated by the PDS staff using the nominal group method. It balances the diverse interests of a Task Force comprised of individuals that differ in their views toward conservation goals and private development rights.

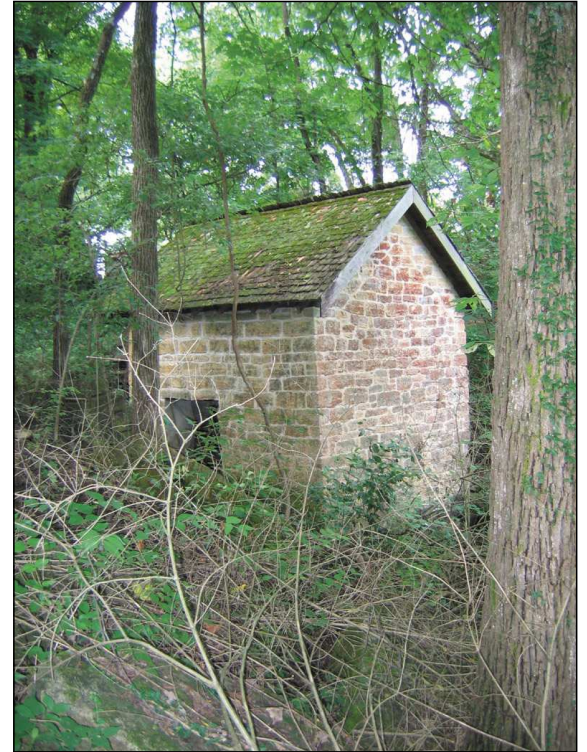
Tyler Rural Settlement Vision Statement

“In our future vision of the Tyler Rural Settlement District, the natural, rural character of the area is preserved, while respecting individual property rights. Adequate infrastructure improvements are designed to be compatible and sensitive to support growth, development, and all modes of transportation. Historical properties and structures are enhanced and preserved as a valuable asset through standards addressing green space / open space corridors, streams, wildlife habitat, scenic vistas, historic buildings, and appropriate land use transitions. Tucker Station Road serves as the primary corridor, yet the existing rural character shall be maintained and enhanced. These values are protected through a decision-making process that includes strong community participation.”

Neighborhood Identity

History

In 1780, Edward Tyler, his wife Ann and their children came from Virginia to the wilderness of Jefferson County, Kentucky. Originally they settled in Louisville, but in 1783 Tyler purchased 1,003 acres for his sons and nephew to farm. One of the sons, William Tyler, established his farm south of what is now Taylorsville Road. Between 1785 and 1790, Edward Tyler, Sr., his sons, Moses and Edward, Jr., and his nephew, Robert; each settled farms within the boundaries of the present District. These farms became known as the Tyler Settlement and three of them survive today. Each farm has a house constructed of stone or stone and logs, as well as a spring house, all constructed prior to 1800. The Moses' farm exists within the Blackacre State Nature Preserve. In addition to the original stone house there is a log barn built during the same period. Moses' son, Presley, also built a brick house in 1844 that now serves as the Visitor's Center and Blackacre Foundation office. The Robert Tyler and Tyler-Sweeney farm structures, as well as the Tyler family cemetery, are located within the District on privately owned land. Remnants of a system of farm roads also exist today with some of them continuing to serve as circulation routes at Blackacre. The Moses Tyler – Presley Tyler Farm was never converted to a large, twentieth century farming practice and is one of the best preserved farm complexes in Jefferson County. Field patterns, wooded areas and streams remain largely unchanged from more than 200 years ago.



Spring house at Blackacre.

In 1950, Judge Macauley Smith and his wife Emilie Strong Smith acquired the Presley Tyler house and its surrounding acreage. Their desire to preserve the land from encroaching development led them to give their 170 acre farm to the Kentucky State Nature Preserves Commission in 1979 and establish the Blackacre Foundation in 1983. This set the tone for the spirit of preservation in the area. In 1986, a 600 acre area was designated the Tyler Settlement Rural Historic District and added to the National Register of Historic Places.



Stone house at Blackacre.

Demographics

Census data shows that the Tyler area (including land within 1000' of the District boundary) population has increased by 50% over the last decade. It is 95% white, mostly middle-aged with young children, nearly half of which have annual household incomes greater than \$50,000 and with less than 2 people per household.

Housing construction grew slowly during most of the twentieth century with a small boom during the 1970's. However, a sharp increase in housing construction





Robert Tyler House (Lanham Property).



Tyler-Sweeney House (Gary Property).

has occurred since 1995 with approximately one-third of existing houses having been built in this time frame. Housing starts continue to grow on land adjacent to and within the District.

Defining Characteristics

Obviously, the historic elements play a significant role in defining the character of the Tyler Settlement District. The existence of Blackacre State Nature Preserve and the lands owned by the Blackacre Foundation ensure that nearly half of the land within the District will remain unchanged. The remainder of the land within the District has historically been rural in character with low-density, single-family homes. Although the Tyler Retail Center has developed during the past year, the rest of the District is residential with the exception of the BP convenience store at the corner of Tucker Station and Taylorsville Roads and the Tower View Farm garden center on Taylorsville Road. Two single-family, residential subdivisions, The Woods at Fox Creek (84 homes) and Tucker Lake Estates (100 homes), have been built along Tucker Station Road, within the District, during the last few years. Other smaller residential developments have been built or are currently under construction.

The broad, relatively flat ridgetops within the District are some of the highest, flat land in the area and they are primarily clear of vegetation from current and historical farming patterns. Slopes and land forms associated with drainage patterns toward the east and west are accentuated with woodland vegetation and these

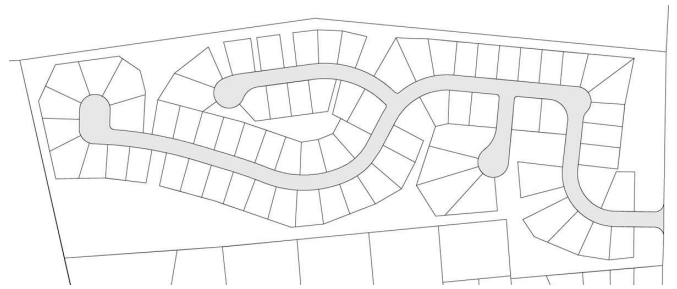


BP Station at corner of Tucker Station & Taylorsville Roads..

areas remain primarily undeveloped. The absence of sewers and other infrastructure has limited development to single-family homes, built individually over time, resulting in very low densities. Homes that pre-date the more recent subdivisions consist of variable architectural styles, located on large lots with relatively deep setbacks from Tucker Station and Taylorsville Roads. A few parcels of land ranging in size from 30 to 50 acres remain agricultural or idle and contribute further to the rural character of the District.



The Woods at Fox Creek: entrance from Tucker Station Road.



The Woods at Fox Creek; Subdivision Map with Property Lines.



Tucker Lakes Estates: entrance from Tucker Station Road.





Meadow Trail and Barn at Blackacre.



Tucker Lake Estates along Tucker Station Road.



Employment Center to the North.

Land Use / Community Form

Introduction

Land Use and Community Form comprise a key component of the neighborhood planning process. The determination of land uses and how they relate to one another within the district and to adjacent properties directly influences how a vision can be realized. The neighborhood plan helps to identify existing land uses inconsistent with the vision and provide guidance for future development that is harmonious with surrounding land uses and contributes to the realization of the vision. Thereby, the neighborhood plan becomes the key tool used to shape decisions by developers and elected officials.

Land Use Priorities, Analysis & Recommendations

As previously stated, the Tyler Settlement District is overwhelmingly low-density, single-family residential land use and rural in character. Preservation of the rural character, as well as the natural resources of the area has been identified as a priority for the District. This priority must be balanced against the desire to allow landowners to develop their land. Analysis of the District reveals that aside from Blackacre, undeveloped land within the District is rather limited. Radio transmission towers reside on a 46-acre parcel sandwiched between Tucker Lakes Estates and a privately owned 22-acre parcel where the Robert Tyler farmstead buildings remain. A 39-acre parcel at the northwestern limits of the District remains undeveloped, but access to this property is limited by the railroad to the north. Another 32-acre parcel remains undeveloped located directly off of Taylorsville Road. The enactment of Special District standards on larger land parcels would help to ensure that development would occur in a manner sensitive to the land use priorities identified above.

Aside from the new retail activity center, employment generating land uses do not exist within the District. Employment centers are located on a large scale immediately to the north of the District and make an attractively short commute by automobile possible. The recently developed retail activity center deviates sharply from the rest of the District and it is not physically at the center, but rather along the only arterial road (Taylorsville Road) at the periphery of the neighborhood (See Appendix: Street Classification Map). The activity center is of such a scale that it will serve not only the Tyler Settlement District, but also adjacent neighborhoods. Since preservation of the rural, low-density residential character of the District has been identified as a priority, restriction of additional commercial development beyond the existing activity center would be an appropriate recommendation. Land adjacent to the activity center and along Taylorsville Road would then be most appropriately used for higher density residential use.

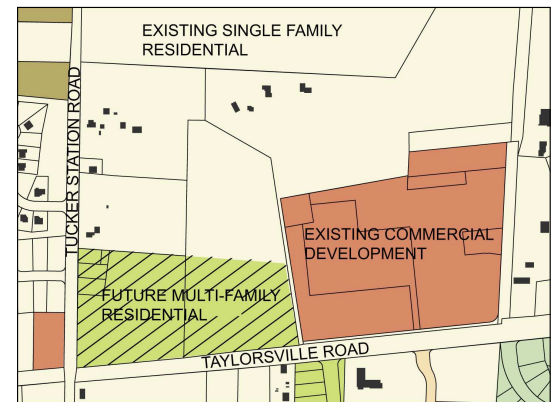
As stated by Cornerstone 2020, open spaces, accessibility and connectivity of these land uses are also important. Appropriate open spaces and greenway corridors must be integrated into the other uses in order to maintain the rural and natural character of the District. Linkages for pedestrians and other alternate forms of transportation to the automobile must be provided to connect the residential uses of the District to the activity center, employment centers adjacent to the District and other adjacent neighborhoods. Connections to larger greenways, such as Floyd's Fork, should be emphasized to further the "Active Living" goal of an active and healthy community. (See Appendix: Core Graphic 6). Finally, linkages within the District should, whenever possible, follow historic farm road corridors in order to preserve and enhance the heritage that makes this land unique.



Tower View Farm along Taylorsville Road.

Community Form Priorities, Analysis & Recommendations

The Comprehensive Plan designates the entire Tyler Settlement District as Neighborhood Form. Cornerstone 2020 characterizes the Neighborhood Form as "...predominantly residential uses that vary from low to high density and that blend compatibly into the existing landscape..." and "...open space and, at appropriate locations, civic uses and neighborhood centers with a mixture of uses such as offices, retail shops, restaurants and services." It goes on to say that "high-density uses will be limited in scope to minor or major arterials..." and "...neighborhood centers should be at a scale that is appropriate for nearby neighborhoods." Additionally, the Neighborhood Form "should provide for accessibility and connectivity between adjacent uses and neighborhoods by automobile, pedestrian, bicycles and transit." Although they cannot be considered conservation development, recently constructed residential subdivisions within the District have respected the Neighborhood community form.



Future Land Uses at Tyler Retail Center.

While the majority of the Tyler Settlement District conforms with the Neighborhood Form descriptions detailed above, development pressures threaten to undermine the balance of land uses within the neighborhood. Land values have risen based on speculation of future commercial developments along Taylorsville Road. If permitted, these potential commercial developments would expand beyond a Neighborhood Form activity center and advance toward a Suburban Marketplace Corridor Form. The Neighborhood Form must be respected in order to preserve the rural, historic and natural qualities of the District. Furthermore, these qualities must be protected from development on land adjacent to the Tyler Settlement District. Land use transition standards should focus on lighting, landscaping and building heights. While these standards would guide adjacent development toward a character conducive to the District, they would not infringe on private property rights.



Tyler Retail Center.



Mobility

Introduction

The mobility component of a neighborhood plan is critical to meeting the goals and objectives defined during the visioning process. Effective mobility infrastructure, that respects the character of the neighborhood, is essential for linkages to adjacent uses as well as between uses within the neighborhood. Various modes of transportation must be evaluated and key mobility issues identified. As these evaluations are made, recommendations of the mobility component can influence future development patterns.

Automobile Mobility Priorities, Analysis & Recommendations

Several issues stemming from concerns about external impacts of traffic, particularly industrial use traffic, were identified. Tucker Station Road is a two-lane collector road, rural in character, with vegetation near the pavement edge and a lack of non-engineered elements such as shoulders, clearly-defined ditchlines and long horizontal and vertical curve alignments. The vision statement and priorities defined by the Task Force specifically address the desire to preserve the rural character of Tucker Station Road. While it serves as the only collector road in the District for existing and future subdivisions, it also links the Employment Centers to the north with Taylorsville Road and ultimately I-265. The Core Graphics (*See Appendix: Core Graphics 10*) from Cornerstone 2020 identify a future interchange on I-265 at Plantside Drive, to the north of the Taylorsville Road interchange. If this interchange is realized, it would take significant pressure off of Tucker Station Road. Until such time that the Plantside/I-265 interchange is constructed, limitations on the types of vehicles permitted on Tucker Station Road should be recommended for implementation.

Large trucks and employees commuting through the District congest the narrow, two-lane Tucker Station Road. The intersection of Tucker Station and Taylorsville Road is of primary concern as Taylorsville Road is unregulated and vehicles entering from Tucker Station must wait for gaps in traffic from both directions. Motorists waiting to enter Taylorsville Road back up to the north on Tucker Station Road, especially during rush hour. These backups are aggravating to residents of the Tyler Settlement District, but possibly serve as a deterrent to additional commuters who may then seek an alternate route. Detailed study of this intersection regarding the addition of turn lanes or signalization is warranted and recommended.

Taylorsville Road bounds the District to the south and, although it is an arterial road, it remains two-lanes with the exception of the portion directly in front of the Tyler Retail Center. Here it has been widened to provide a center turn-lane for the activity center. Future modification to Taylorsville Road is beyond the scope of this



Bridge over creek at Blackacre.



Historic farm road to Robert Tyler House.



The Woods at Fox Creek entrance from Tucker Station Road.

neighborhood plan, however, any access points for future development in the District would be scrutinized by Special District design standards. Also, treatment of the viewshed along Taylorsville Road will be critical toward maintaining the rural character of Tyler Settlement District.

Street design standards and linkages between subdivisions are addressed in the mobility component of Cornerstone 2020. The streets of the existing and future subdivisions have and will meet requirements for street trees, sidewalks and other design issues. Stub streets have been provided for future linkages of subdivisions in two locations and connectivity for future development should continue.



Intersection of Tucker Station and Taylorsville roads.



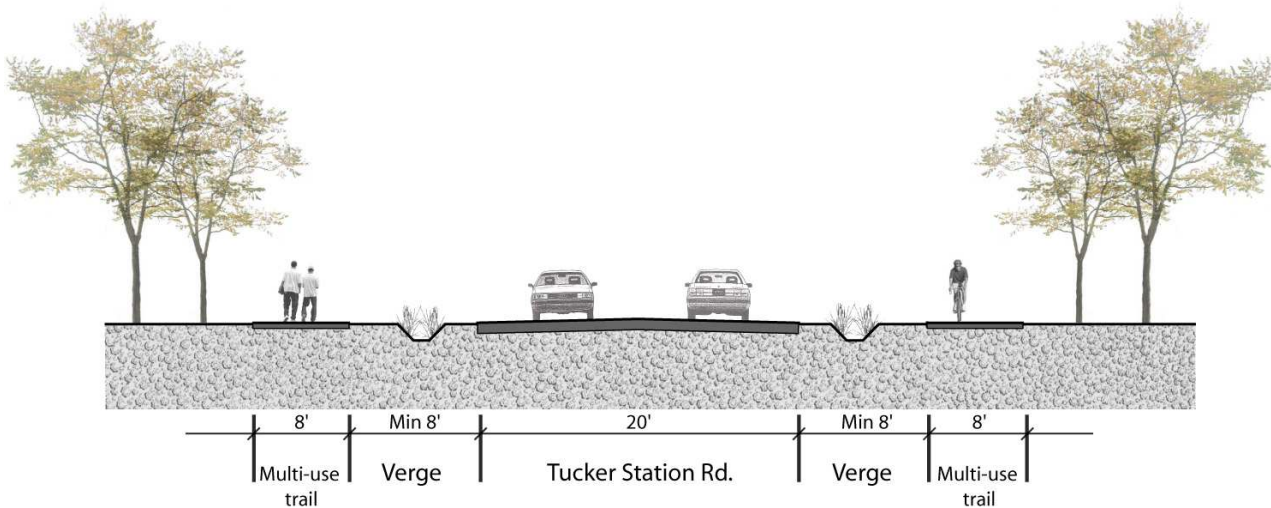


Sidewalk along Tucker Station Road in front of Woods at Fox Creek.

Pedestrian, Bicycle and Multi-modal Priorities, Analysis & Recommendations

Infrastructure for alternative forms of transportation to the automobile is rather limited within the Tyler Settlement District. Sidewalks have been installed with recent developments and trails suitable for pedestrians are maintained within Blackacre. But otherwise, linkages between subdivisions and the new activity center, or even between subdivisions, are minimal or non-existent. A district master plan for pedestrian, bicycle and multi-use circulation is recommended as a part of a community-wide master plan effort. One point of emphasis would include a link to Floyd's Fork (See page 18, Recommendation LU6). More immediately, infrastructure to provide links between the existing subdivisions and the activity center, as well as along Taylorsville and Tucker Station Roads is recommended. Existing historic farm road corridors can serve as these linkages wherever possible.

Currently, bus routes do not extend out to the Tyler Settlement District. The Broadway route and Bluegrass Industrial Shuttle that service Jeffersontown are the closest opportunities to use mass transit at this time. In the event that mass transit is extended out Taylorsville Road, the identification of a future park and ride facility at the activity center is recommended. This will become even more critical if future development includes higher density housing in the immediate vicinity of the activity center.



Proposed section of Tucker Station Road

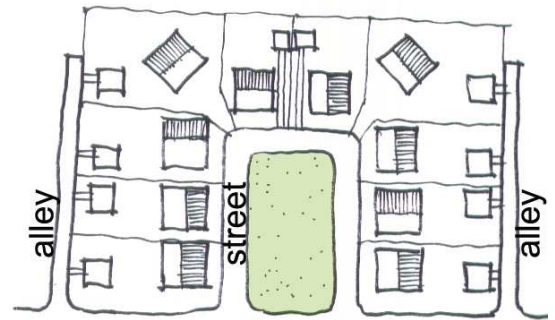
Special District Design

Introduction

The Special District Design component of this neighborhood plan is intended to address the desire to preserve and enhance the uniquely rural, historic and natural characteristics of the Tyler Settlement District, specifically through the use of conservation development techniques. As previously documented here, the Task Force feels that the District is blessed with many physical and cultural elements that must be protected. The recommendations that result from this neighborhood plan comprise the basis for regulations that ultimately determine whether the goals of the vision statement are realized.

Most of the concepts included within this Special District Design component are not new ideas. In fact, many of these concepts can be found in communities that are decades, or even centuries old. Current notions of conservation design draw from ideas pre-dating the proliferation of the automobile and other technologies that permitted man to engineer the landscape. Recent examination of these old ideas, combined with the development of new technologies, has resulted in conservation designs that attempt to preserve specific physical and cultural characteristics of a place while creating an environment that is socially stimulating. Educating developers, community leaders and the general public about the benefits of conservation design is the first step in guiding development away from the environmentally destructive and socially stunting environment that has often been built as the norm for the last several decades. Emphasis on the preservation of unique features of a place promotes community pride and identity. Guiding development toward that which encourages social interaction; healthy, active lifestyles; environmental sensitivity; and sustainable infrastructure results in a vibrant community with a high quality of life as envisioned by Cornerstone 2020.

Development throughout much of the United States since the 1950's has consisted of large tracts of suburban, residential sprawl, with little regard for the natural or cultural resources of the land. Naturally occurring topography can be altered on a grand scale with large, earthmoving equipment. Streams and other hydrologic features can be manipulated with manmade, concrete infrastructure. Native vegetation, wildlife habitat, culturally and historically significant features can be clear cut, dug up or destroyed, all in an attempt to maximize the "buildable" land area and thereby profit margin. The resulting "sameness" of residential subdivisions, designed around the automobile, with very few discernable characteristics, is systemic of many social and cultural ills. Neighborhoods suffer from a lack of green space and recreation areas; flooding during large storm events; traffic congestion; safety concerns due to vehicular/pedestrian conflicts; lack of opportunities for social interaction; visual clutter of the landscape; and a general lack of identity. The implementation of conservation design concepts can go a long way toward curing many of these woes.

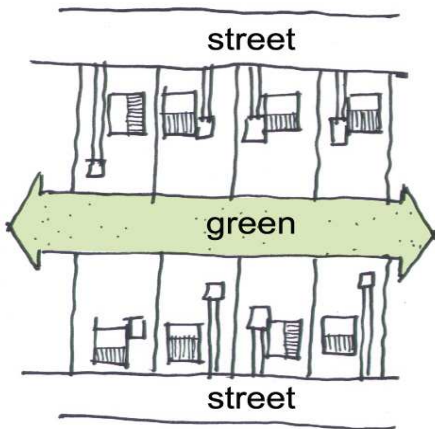


Conservation Development Concept Sketch. Housing faces street and community green with alley access in rear.



Conservation Development Concept Sketch. Large village square as central focus of housing.





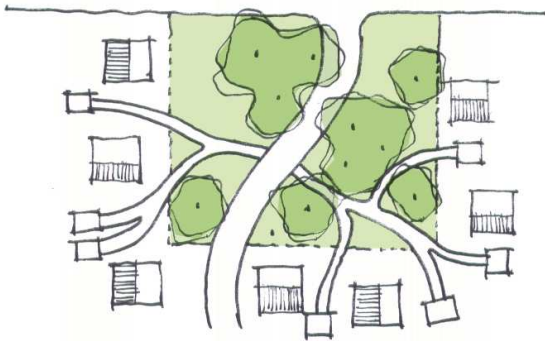
*Conservation Development Concept Sketch.
Community green space behind housing provides opportunity for multi-use trail circulation separate from vehicles.*

Conservation Design Concepts

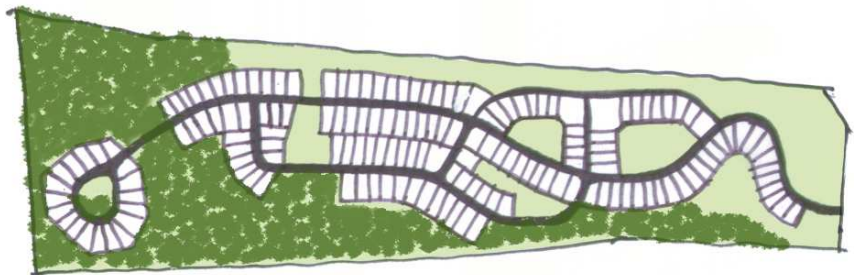
The Task Force was presented with several illustrations intended to explain Conservation Design concepts. Some were illustrations borrowed from books by Randall Arendt and others were recreations of concepts illustrated by PennSCAPES. The discussions with the Task Force spawned by these illustrations included several ideas. Of primary focus was the notion that it would be preferable to site homes located on smaller lots, resulting in large, contiguous areas of open space, rather than typical subdivisions where all the land is divided amongst larger lots with no open space. The open space could allow for preservation of historic or natural elements; buffering from adjacent roads or properties; community greens or gathering spaces; recreation areas; multi-use trail corridors; agricultural or forestry practices; and alternative methods of sanitary waste disposal. Any of these amenities would make for a more desirable neighborhood than most typical subdivisions currently do.

Other notions portrayed in the illustrations and discussed by the Task Force include the following:

- Create community greens or open spaces with fronts of buildings oriented toward them
- Require lot patterns that orient views toward the fronts of properties



*Conservation Development Concept Sketch.
Shared driveways to several houses through community green.*



Conservation Development Case Study Concept Plans.